



DEPARTMENT OF THE NAVY
OFFICE OF THE CHIEF OF NAVAL OPERATIONS
WASHINGTON, DC 20350-2000

IN REPLY REFER TO

OPNAVINST 5440.73E
OP-413
2 July 1992

OPNAV INSTRUCTION 5440.73E

From: Chief of Naval Operations

Subj: MISSION AND CAPABILITIES OF THE U.S. NAVY CARGO HANDLING
AND PORT GROUP

Ref: (a) OPNAVINST 3501.101B (NOTAL) (A)
(b) NWP 10-1-11 (Revision A) (A)
(c) NWP 22-8 (NOTAL)
(d) OPNAVINST S3061.1C (NOTAL) (A)
(e) OPNAV 41P3B (NOTAL) (A)
(f) CNO ltr 3000 Ser 423C/1U595725 of 7 NOV 91 (NOTAL) (A)

Encl: (1) Navy Cargo Handling Battalion Productivity Tables (A)
(2) Glossary of Terms and Abbreviations (A)

1. Purpose. To publish the mission, capabilities, and responsibilities for U. S. Navy Cargo Handling and Port Group (NAVCHAPGRU).

2. Cancellation. OPNAVINST 5440.73D.

3. Concept. NAVCHAPGRU is a quick response forward deployable logistic support unit of the operating forces specializing in open ocean cargo handling. Capable of worldwide deployment in its entirety or in functionally tasked detachments, NAVCHAPGRU is organized, trained, and equipped to load and unload Navy and Marine Corps cargo carried in Maritime Prepositioning Ships (MPS), merchant breakbulk ships, and container ships in all environments, and to operate an associated expeditionary ocean cargo terminal, load and unload Navy and Marine Corps cargo carried in military controlled aircraft, and to operate an associated expeditionary air cargo terminal. Enclosures (1) and (2) are provided for clarification and convenience. (R)
(A)
(A)

a. NAVCHAPGRU's Projected Operating Environment (POE) and Required Operational Capabilities (ROC) are contained in reference (a). NAVCHAPGRU will report operational readiness in accordance with reference (b). (A)



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- R) b. Ship loading and unloading functions can be conducted while ships are in open ocean using Logistics Over-the-Shore (LOTS) procedures, at anchorage when supplemented by units operating lighterage, or pierside through established port facilities. In a contingency involving Military Sealift Command (MSC) shipping as part of an amphibious operation, NAVCHAPGRU will provide merchant ship unloading capability in the Amphibious Objective Area (AOA) as outlined in reference (c).
- R) c. The NAVCHAPGRU operational concept tailors deployment of personnel and equipment required by the mission. Depending on the mission scenario, detachments, the entire command, or the entire command augmented by designated personnel (e.g. from the Naval Reserve Cargo Handling Training Battalion (NRCHTB) or Naval Reserve Cargo Handling Battalions (NRCHBs)) would deploy by air or sea together with equipment necessary to support a particular mission. Additional sealift or airlift of shipboard Materials Handling Equipment (MHE), Civil Engineering Support Equipment (CESE), limited cargo handling equipment, and limited personnel support items may be required.
- R) d. During initial phases of an amphibious assault or while operating at anchorage, cargo handling personnel would employ a ship-hopping technique for working, berthing, and messing. Temporary living accommodations will be established aboard the ship(s) being loaded or unloaded, and personnel will subsist on board until completion of loading or unloading. Personnel will then move to other cargo ships to conduct unloading operations in the same manner. As an alternate, NAVCHAPGRU may mess and berth with the Naval Support Element (NSE) ashore. NAVCHAPGRU will coordinate with a MSC representative, either directly or through U. S. Transportation Command (USTRANSCOM), for ships to carry additional provisions to support Navy Cargo Handling Force (NCHF) personnel messing on board ship and to reserve deck or hold space for MHE, CESE, cargo handling equipment, and personnel support equipment on the first available merchant ships scheduled to reach the AOA.
- R) e. When supporting MPS operations, the operational concept requires the air deployment of NAVCHAPGRU personnel augmented by NRCHTB or one or more NRCHBs. NAVCHAPGRU may also be tasked to provide cargo handling support to the United States Marine Corps (USMC) Marine Air Ground Task Forces (MAGTFs) at the Marine Expeditionary Brigade (MEB) Marine Expeditionary Force (MEF) levels in a stand-alone environment. Shipboard cargo handling equipment is normally prepositioned in hatch boxes on all MPS ships. NCHF personnel will be distributed among the MPS

ships present and a simultaneous, around-the-clock unloading of all ships will be conducted. Personnel will mess and berth aboard the MPS ships until completion of loading or unloading. NAVCHAPGRU reports to the NSE Commander, who reports to the Commander, Maritime Prepositioning Force (CMPF). In case of a strictly pier-side evolution, NAVCHAPGRU may be designated NSE Commander.

f. NAVCHAPGRU is capable of providing the personnel required to load or unload Navy and Marine Corps cargo from military controlled aircraft at air fields not normally included as a part of the common distribution system operated by Military Airlift Command (MAC).

(R)

4. Command and Control

a. In peacetime, NAVCHAPGRU is under administrative command of Commander in Chief, U. S. Atlantic Fleet (CINCLANTFLT). NAVCHAPGRU is assigned within CINCLANTFLT to Commander, Naval Surface Force, U. S. Atlantic Fleet (COMNAVSURFLANT), who exercises command through Commander, Logistics Group TWO (COMLOGGRU TWO). Operational employment control is exercised through these commanders for operations within CINCLANTFLT, and by such other commanders as may be directed by Chief of Naval Operations (CNO) (OP-41) for deployed operations conducted outside LANTFLT. When deployed within the U. S. Atlantic Command (LANTCOM), CNO (OP-41) will be advised by message.

(R)

b. Upon recall or mobilization, all NCHF units (i.e. NAVCHAPGRU, NRCHTB, and NRCHBs) will be under the administrative control of Commander, Navy Cargo Handling Force (COMNCHF), who will be responsible for the mission specific preparation, outfitting, and deployment as directed or as specified in Fleet Commander in Chief (CINC) Operation Plans (OPLANS). Units of the NCHF are apportioned by CNO to Unified, Fleet, or Theater Commanders as specified in reference (d), Navy Capabilities and Mobilization Plan (NCMP). Fleet Commanders assign units of the NCHF to predetermined mobilization sites for wartime use in accordance with the concepts set forth in paragraph 2 of this instruction. COMNCHF may advise Unified, Fleet, or Theater CINCs on the predeployment, deployment, or employment of NCHF units. Transportation for these units is identified in the Fleet CINCs' Time Phased Force Deployment List (TPFDL) where transportation to intermediate sites and forward out of the continental United States (OUTCONUS) locations is predetermined.

(A)

c. The Commanding Officer, NAVCHAPGRU, will normally function as the NCHF Group Commander in those ports where one or

(A)

more NRCHBs are deployed with NAVCHAPGRU. In those ports where NAVCHAPGRU is not deployed and where two NRCHBs are employed, the senior NRCHB Commanding Officer will normally function as the NCHF Group Commander. When three or more NRCHBs are employed in the same port without NAVCHAPGRU's being present, COMNCHF will provide, upon the request of the Unified, Fleet, or Theater CINC, a command and control element to function as the NCHF Group Commander.

- R) 5. Mission. NAVCHAPGRU is a quick response, forward deployable, multi-mission tasked logistics support unit comprised of 8 officers and 145 enlisted personnel, plus unit equipment required to provide technical and supervisory cargo handling capability to Unified, Fleet, or Theater CINCs in support of worldwide Navy and Marine Corps operations. Unit equipment requirements beyond the basic allowance of personnel support equipment are provided to NAVCHAPGRU by one or more Advanced Base Functional Component (ABFC) equipment packages identified in reference (e). Each ABFC equipment package is tailored to a specific mission environment and to specific requirements of mission taskings. The use of ABFC equipment packages provides Unified, Fleet, or Theater CINCs a variety of options and flexibility in employing NAVCHAPGRU. Multi-mission taskings include, but are not limited to:
- A) a. MPS/AFOE Cargo Handling Operations. Providing technically qualified and proficient cargo handling personnel and command and control personnel capable of loading and unloading (either in-stream or pierside) commercial or MSC controlled cargo ships associated with MPS and/or Assault Follow-on Echelon (AFOE) operations. Shipboard operations may include container, break-bulk, or vehicular loading and unloading, requiring the use of heavy lift container cranes, shore based hydraulic cranes, yard and stay, and jumbo cranes.
- A) b. Heavy Lift (Marine) Crane Operators. Providing heavy lift gantry and/or pedestal crane operators for MPS, container ship, fast sealift ship/vehicle cargo ship (FSS/T-AKR), auxiliary crane ship (T-ACS), and other specialized heavy lift crane operations.
- A) c. Port Cargo Operations/Total Cargo Class Responsibility. Providing technically qualified and proficient cargo handling personnel and command and control personnel capable of loading and unloading all classes of cargo, including ordnance, in a developed or undeveloped port or in stream.
- A) d. Forward (In-Theater) Ocean Terminal Operations. Providing skilled managerial, clerical, and technically qualified

and proficient cargo handling personnel capable of operating a forward, in-theater ocean terminal associated with ship loading or unloading. Functions include ship loading and unloading, pier operations, delivery to or from a transit shed on or close to the pier, and operation of a transit shed for transiting cargo identified by Transportation Control Numbers (TCNs). Operating an ocean terminal will result in a decrease in ship loading or unloading capabilities since terminal operations divert personnel from shipboard operations. Enclosure (1) provides productivity tables.

e. Forward (In-Theater) Air Cargo Terminal Operations.

Providing skilled managerial and technically qualified and proficient cargo handling personnel capable of loading or unloading cargo from commercial and military aircraft and operating a forward, in-theater air cargo terminal. Functions include aircraft loading or unloading, transportation of cargo to a transit terminal close to the airhead, and operation of a transit terminal for cargo identified by TCNs. If also involved in ship loading or unloading operations, operating an air cargo terminal will result in a decrease in ship loading or unloading capabilities since terminal operations divert personnel from shipboard operations. Enclosure (1) provides productivity tables.

(A)

f. Self-Supporting. NAVCHAPGRU can provide self-

supporting services to sustain the administration, messing, berthing, limited construction, organizational level maintenance, and repair of MHE/CESE used by the unit. Although capable of providing limited security of ship, pier, and tent camp areas, these functions are not normally performed by NAVCHAPGRU. The requirement to provide self-supporting services will degrade NAVCHAPGRU's primary cargo handling capability.

(A)

g. Supported Unit Augmentation. NAVCHAPGRU operates most

effectively when employed solely for ship loading and unloading operations and when each of NAVCHAPGRU's 16 hatch teams is augmented by 7 unskilled (augmentee/stevedore) personnel provided by the supported activity. When augmented with 112 personnel (7 per hatch team) from the supported activity, NAVCHAPGRU can achieve a 2880 measurement tons (MT) per day unloading rate pierside, and 1920 MT per day unloading rate in-stream. If NAVCHAPGRU is not augmented, the unloading rate must be reduced by approximately fifty percent (1440 MT pierside, 960 MT in-stream).

(A)

h. Naval Reserve Cargo Handling Force (NRCHF) Support.

NAVCHAPGRU assists NRCHTB in support of NRCHBs with:

(A)

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(1) Annual Training (AT) and/or Active Duty Training (ADT) deployments with NAVCHAPGRU.

(2) Other services helpful in maintaining NRCHB readiness as requested by Commander, Naval Surface Reserve Force (COMNAVSURFRESFOR).

- A) i. Operational Readiness Evaluations. Conducting Operational Readiness Evaluations (ORES) on NRCHTB and NRCHBs.
- A) j. Cargo Handling Operational Test and Evaluation. Performing testing and evaluation of new developments in cargo handling equipment, methods and technology in support of authorized research and development projects.
- A) k. Operation Plan (OPLAN) Reviews and Port Resource Audits. Conducting OPLAN reviews and port resource audits in conjunction with Navy Component Commanders. OPLAN reviews and port resource audits may be conducted by NCHF Staff personnel when directed.
- A) l. Fleet and Command Post Exercise (CPX) Coordination. Providing the primary liaison with fleet component commanders concerning scheduling and participation of all NCHF units in all exercises.
- A) m. Ready Reserve Force (RRF) Merchant Ship Naval Augmentation Program (MSNAP) Ship Manning. Providing technically qualified cargo rig teams (CARTs) to augment civilian merchant marine crews in wartime and during regional and low intensity conflicts. Reference (f) established this mission.
- A) n. Other Assigned Tasks. Performing other related tasks as may be directed by higher authority.

6. Responsibility

- R) a. CNO, Director, Supply Programs and Policy Division (OP-41) will:
 - R) (1) Provide policy, guidance, priorities, and readiness objectives.
 - R) (2) Approve Tables of Allowances (TOA) for the active and reserve components of the NCHF.
 - R) (3) Approve deployment of NAVCHAPGRU or its detachments outside of the CINCLANTFLT Area of Responsibility (AOR).

- (4) Function as NAVCHAPGRU's resource sponsor. (A)
- b. Commander in Chief, U. S. Atlantic Fleet (CINCLANTFLT)
will:
- (1) Maintain NAVCHAPGRU in a continuing state of operational and material readiness. (R)
- (2) Prior to recall or mobilization of COMNCHF, exercise permanent administrative command over NAVCHAPGRU, as well as operational control when in the CINCLANTFLT AOR. (R)
- (3) Budget and fund routine Operations and Maintenance, Navy (O&MN) appropriation expenses in the CINCLANTFLT AOR. (R)
- (4) Budget and fund routine O&MN appropriation expenses outside the CINCLANTFLT AOR, to the extent that the level of such operations can be reasonably predicted. Unbudgeted deployment costs require reimbursement by the Fleet CINC or other end-user of the service, or by appropriate higher authority. (R)
- (5) Fund emergency deployments of part or all of NAVCHAPGRU outside the CINCLANTFLT AOR, subject to full reimbursement by the supported CINC or end-user of the services, or by appropriate higher authority. (R)
- (6) Develop NAVCHAPGRU equipment and facilities allowances for approval by CNO, and furnish the cognizant Appropriation Purchases Account (APA) inventory managers with projected equipment requirements in connection with group operations. (A)
- (7) Develop and publish NAVCHAPGRU air and surface deployment procedures for inclusion in appropriate contingency and peacetime operation plans. (R)
- (8) Review mission, manning, and equipment allowances of NAVCHAPGRU not less frequently than at 3-year intervals, to ensure a continuing capability to support expeditionary operations using dry cargo shipping available to MSC. (R)
- c. COMNAVSUPSYSCOM acts as the technical advisor to CNO for matters relating to NAVCHAPGRU and prepositioned war reserve material stock (PWRMS) support for the NCHF. (R)
- d. Commander, Navy Reserve Cargo Handling Force (COMNRCHF). COMNRCHF is tasked to provide planning, coordination, and implementation of mobilization training requirements, and the operational readiness and evaluation of the NRCHF during (A)

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peacetime. Upon recall or mobilization, under the direction of COMNCHF, the primary mission of the NCHF Staff becomes the recall or mobilization of NRCHBs, and the mission specific preparation, outfitting, and deployment of mission tasked NCHF units and ABFC equipment packages to designated Ports of Embarkation (POE).

R) 7. Functional Capabilities

a. NAVCHAPGRU has resources on hand or designated in PWRMS to outfit and support its personnel with:

- R) (1) Special clothing and essential personnel support items (782 gear).
- A) (2) Chemical, Biological, and Radiological (CBR) protective clothing.
- A) (3) Cargo handling hatch box equipment and tools.
- A) (4) Civil Engineering Support Equipment (CESE).
- A) (5) Material Handling Equipment (MHE).
- A) (6) Austere and expanded tent camps, support equipment, and supplies.
- A) (7) Weapons.
- A) (8) Ocean and air cargo terminal communications equipment.

A) b. Prepositioned War Reserve Stocks (PWRS) have been programmed to outfit both active duty and selected reserve NCHF units with:

- A) (1) Special clothing and essential personnel support items (782 gear).
- A) (2) Chemical, Biological, and Radiological (CBR) protective clothing.
- A) (3) Cargo handling hatch box equipment and tools.
- A) (4) Civil Engineering Support Equipment (CESE).
- A) (5) Material Handling Equipment (MHE) for both ocean and air cargo operations.

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(6) Austere and expanded tent camps, support equipment, and supplies. (A)

(7) Weapons. (A)

(8) Ocean and air cargo terminal communications equipment. (A)

c. NAVCHAPGRU has the capability, including administrative and support personnel, to erect and maintain a tent camp in a forward area. (R)

d. For operational planning purposes, use the productivity rates set forth in enclosure (1). The productivity of NAVCHAPGRU is affected by a variety of factors, including types of ships, availability of lighterage, supplemental stevedore manning, host nation support, transportation, hostile environment, and climatic conditions. (R)

e. When augmented by appropriate supplemental stevedore manning, NAVCHAPGRU is capable of providing 16 hatch items (18 hatch teams for an MPS scenario) to perform loading/unloading operations pierside or in-stream on an around-the-clock basis. Unloading rates are provided in enclosure (1). Because of stringent emphasis on maintaining peacetime manning to the minimum level of supervisory and technical skills, peacetime Navy Cargo Handling and Port Group Detachments (NAVCHAPGRU Dets) will normally not be staffed with extra personnel to perform food service attendant, compartment cleaning, personnel records maintenance, or other similar duties. (R)

f. NAVCHAPGRU is capable of limited self-defense with small arms in a potentially hostile environment. (A)

g. NAVCHAPGRU has the capability to operate CESE, MHE, and Weight Handling Equipment (WHE) at the unloading site, in the terminal area, and within a local delivery radius of 10 kilometers or less. Maintenance of CESE, MHE, WHE, and communications equipment will be at the organizational level. (A)

8. Supplemental Manning. Area commanders should be aware that for maximum loading/unloading efficiency and effectiveness, supplemental stevedores are required from sources external to NAVCHAPGRU. The supported units must provide this supplemental manning for the following activities during actual cargo handling operations: (R)

a. Ship loading and unloading. Seven supplemental personnel are required per rig/hatch per 12 hour shift, or as the situation or operation dictates. See paragraph 5g. (R)

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b. Forward (In-Theater) Ocean and Air Cargo Terminal Operations. The supplemental number of personnel required depends on the volume of cargo, type(s) or ships or aircraft, and available facilities.

(A)



R. R. SAREERAM
By direction

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NAVY CARGO HANDLING BATTALION PRODUCTIVITY TABLES

(A)

a. Ship Discharge Rates for Palletized Cargo Per Day (in measurement tons)

# OF SHIPS	# OF HATCH TEAMS REQUIRED	HATCH TEAM RESPONSIBILITY	DISCHARGE RATE PER DAY
2	16	Pier Side Discharge	2800 MT
2	12	Pier Side Discharge	2160 MT
	4	Pier Team	2160 MT
2	16	In-Stream Discharge	1920 MT
1	8	Pier Side Discharge	1440 MT
	3	Pier Team	1620 MT
	5	Limited Ocean Terminal	1200 MT
1	6	Pier Side Discharge	1080 MT
	3	Pier Team	1620 MT
	5	Limited Ocean Terminal	1200 MT
	2	Air Terminal (ABFC F01E)	160,000 LBS
1	6	Pier Side Discharge	1080 MT
	2	Pier Team	1080 MT
	4	Limited Ocean Terminal	960 MT
	2	Air Terminal (ABFC F01E)	160,000 LBS
	1	Austere Tent Camp	-0-
	1	(ABFC F01M)	-0-

b. Container Loading and Discharge measured in number of containers using T-ACS ships, MPS ships, shore cranes, etc.

# OF SHIPS	# OF HATCH TEAMS REQ'D	HATCH TEAM RESPONSIBILITY	DISCHARGE RATE/DAY	# OF CNTNR
2	16	Pier Side Discharge	24,576 MT	768
2	12	Pier Side Discharge	18,432 MT	576
	4	Pier Team	18,432 MT	576
2	9	Pier Side Discharge	13,824 MT	432
	3	Pier Team	13,824 MT	432
	4	Limited Ocean Terminal	13,824 MT	432
2	8	Pier Side Discharge	12,288 MT	384
	3	Pier Team	13,824 MT	432
	4	Limited Ocean Terminal	13,824 MT	432
	1	Air Terminal	80,000 LB (50 MT)	
2	16	In-Stream Discharge		

Enclosure (1)

GLOSSARY OF TERMS

Advanced Base Functional Component (ABFC)-A grouping of personnel, facilities, equipment, and material designed to perform a specific function or accomplish a mission at an OUTCONUS advanced base.

Amphibious Objective Area (AOA)-A geographical area, delineated in the initiating directive, for purposes of command and control within which is located the objective(s) to be secured by the amphibious task force. This area must be of sufficient size to ensure accomplishment of the amphibious task force's mission and must provide sufficient area for conducting necessary sea, air, and land operations.

Area of Responsibility (AOR)-A defined area of land in which responsibility is specifically assigned to the commander of the area for the development and maintenance of installations, control of movement and the conduct of tactical operations involving troops under his control along with parallel authority to exercise these functions.

Assault Follow-On Echelon (AFOE)-In amphibious operations, that echelon of the assault troops, vehicles, aircraft equipment, and supplies which, though not needed to initiate the assault, is required to support and sustain the assault. In order to accomplish its purpose, it is normally required in the objective area no later than five days after commencement of the assault landing.

Command Post Exercise (CPX)-An exercise in which the forces are simulated, involving the commander, his staff, and communications within and between headquarters.

Logistics Over the Shore (LOTS) Operations-The loading and unloading of ships without the benefit of fixed port facilities, in friendly or nondefended territory, and, in time of war, during phases of theater development in which there is no opposition by the enemy.

Marine Air Ground Task Force (MAGTF)-A task organization of Marine forces (division, aircraft wing and service support groups) under a single command and structured to accommodate a specific mission. The Marine Air Ground Task Force (MAGTF) components will normally include command, aviation combat, ground combat, and combat service support elements (including Navy Support Elements).

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Marine Expeditionary Brigade (MEB)--A Marine Expeditionary Brigade is a task organization which is normally built around a regimental landing team, a provisional Marine aircraft group, and a logistics support group. It is capable of conducting amphibious assault operations of a limited scope. During potential crisis situations, a Marine Expeditionary Brigade may be forward deployed afloat for an extended period in order to provide an immediate combat response.

Marine Expeditionary Force (MEF)--The Marine Expeditionary Force, the largest of the Marine air-ground task forces, is normally built around a division/wing team, but can include several divisions and aircraft wings, together with an appropriate combat service support organization. The Marine Expeditionary Force is capable of conducting a wide range of amphibious assault operations and sustained operations ashore. It can be tailored for a wide variety of combat missions in any geographic environment.

Maritime Prepositioning Ships (MPS)--Civilian-crewed, Military Sealift Command chartered ships which are organized into three squadrons and are usually forward-deployed. These ships are loaded with prepositioned equipment and 30 days of supplies to support three Marine Expeditionary Brigades (MEBs).

Materials Handling Equipment (MHE)--Mechanical devices for handling of supplies with greater ease and economy.

Measurement Ton (MT)--40 cubic feet. A measurement of volume or space.

Military Airlift Command (MAC)--The single manager operating agency for designated airlift service.

Military Sealift Command (MSC)--The single manager operating agency for designated sealift service.

Naval Reserve Cargo Handling Battalion (NR CHB)--See Navy Cargo Handling Battalion.

Naval Reserve Cargo Handling Training Battalion (NRCHTB)--See Navy Cargo Handling Battalion.

Navy Cargo Handling and Port Group (NAVCHAPGRU)--See Navy Cargo Handling Battalion.

Navy Cargo Handling Battalion--A mobile logistics support unit capable of worldwide deployment in its entirety or in specialized detachments. It is organized, trained, and equipped to load and unload Navy and Marine Corps cargo carried in Maritime Prepositioning Ships (MPS), merchant breakbulk and/or container ships in

Enclosure (2)

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all environments; and to operate an associated temporary ocean cargo terminal; load and unload Navy and Marine Corps cargo carried in military-controlled aircraft; and to operate an associated expeditionary air cargo terminal. Also called CHB. Three sources of Navy Cargo Handling Battalions are:

a. **Navy Cargo Handling and Port Group (NAVCHAPGRU)**-The active duty, cargo handling battalion-sized unit composed solely of active duty personnel.

b. **Naval Reserve Cargo Handling Training Battalion (NRCHTB)**-The active duty, cargo handling training battalion composed of both active duty and reserve personnel.

c. **Naval Reserve Cargo Handling Battalion (NR CHB)**-A reserve cargo handling battalion composed solely of selected reserve personnel.

Operational Readiness Evaluation (ORE)-An evaluation of the operational capability and effectiveness of a unit or any portion of that unit.

Operation Plan (OPLAN)-A plan for a single or series of connected operations to be carried out simultaneously or in succession. It is usually based upon stated assumptions and is the form directive employed by higher authority to permit subordinate commanders to prepare supporting plans and orders. The designation "plan" is usually used instead of order in preparing for operations well in advance. An operation plan may be put into effect at a prescribed time, or on signal, and then becomes the operation order.

Projected Operational Environment (POE)-The most demanding condition (wartime or peace) of operation for which a unit must be manned.

Required Operational Capability (ROC)-A composite listing of all Required Operational Capabilities (ROC) for a class of ships, a type of aircraft squadron, or other unit as assigned by the Chief of Naval Operations.

Table of Allowance (TOA)-An equipment allowance document which prescribes basic allowances of organizational equipment, and provides the control to develop, revise, or change equipment authorization inventory data.

Theater-The geographical area outside the Continental United States for which a commander of a unified or specified command has been assigned military responsibility.

Enclosure (2)

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Time-Phased Force Deployment Data (TPFDD)-The computer-supported data base portion of an operation plan; it contains time-phased force data, non-unit related cargo and personnel data, and movement data for the operation plan, including:

- a. In-place units
- b. Units to be deployed to support the operation plan with a priority indicating the desired sequence for their arrival at the ports of debarkation.
- c. Routing of forces to be deployed.
- d. Movement data associated with deploying forces.
- e. Estimates of non-unit-related cargo and personnel movements to be conducted concurrently with the deployment of forces.
- f. Estimate of transportation requirements that must be fulfilled by common-user lift resources as well as those requirements that can be fulfilled by assigned or attached transportation resources.

Unified Command-A command with a broad continuing mission under a single commander and composed of significant assigned components of two or more Services, and which is established and so designated by the President, through the Secretary of Defense with the advice and assistance of the Joint Chiefs of Staff, or, when so authorized by the Joint Chiefs of Staff, by a commander of an existing unified command established by the President.

Enclosure (2)

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GLOSSARY OF ABBREVIATIONS

ABFC--Advanced Base Functional Component
ADT--Active Duty Training
AFOE--Assault Follow-On Echelon
AOA--Amphibious Objective Area
AOR--Area of Responsibility
APA--Appropriation Purchases Account
AT--Annual Training
CBR--Chemical, Biological, and Radiological
CESE--Civil Engineering Support Equipment
CINC--Commander in Chief
CINCLANTFLT--Commander in Chief, U.S. Atlantic Fleet
CMPF--Commander, Maritime Prepositioning Force
CNO--Chief of Naval Operations
COMLOGGRU TWO--Commander, Logistics Group TWO
COMNAVSURFLANT--Commander, Naval Surface Force, U.S. Atlantic Fleet
COMNAVSURFRESFOR--Commander, Naval Surface Reserve Force
COMNCHF--Commander, Navy Cargo Handling Force
CPX--Command Post Exercise
FSS--Fast Sealift Ship
FSSG--Force Service Support Group
IDTT--Inactive Duty Training Travel
LANTCOM--U.S. Atlantic Command
LANTFLT--U.S. Atlantic Fleet
LOTS--Logistics Over-The-Shore
MAC--Military Airlift Command
MAGTG--Marine Air Ground Task Force
MEB--Marine Expeditionary Brigade
MEF--Marine Expeditionary Force
MHE--Material Handling Equipment
MPS--Maritime Prepositioning Ship
MSC--Military Sealift Command
MT--Measurement Ton
NAVCHAPGRU--U. S. Navy Cargo Handling and Port Group
NAVFACENGCOM--Naval Facilities Engineering Command
NAVSEASYSYSCOM--Naval Sea Systems Command
NAVSUPSYSCOM--Naval Supply Systems Command
NCHF--Navy Cargo Handling Force
NCMP--Navy Capabilities and Mobilization Plan
NRCHB--Naval Reserve Cargo Handling Battalion
NRCHF--Naval Reserve Cargo Handling Force
NRCHTB--Naval Reserve Cargo Handling Training Battalion
NSE--Naval Support Element
O&MN--Operations and Maintenance, Navy
OPLAN--Operation Plan

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ORE--Operational Readiness Evaluation
POE--Projected Operating Environment or Port of Embarkation
PWRMS--Prepositioned War Reserve Material Stock
PWRS--Prepositioned War Reserve Stock
ROC--Required Operational Capabilities
SELRES--Selected Reserve
SPAWARCOM--Space and Naval Warfare Command
T-ACS--Auxiliary Crane Ship
T-AKR--Vehicle Cargo Ship
TCN--Transportation Control Number
TOA--Table of Allowances
TPFDL--Time-Phased Force Deployment List
USMC--United States Marine Corps
USTRANSCOM--U.S. Transportation Command
WHE--Weight Handling Equipment